some cases of certain death. A brakeman, riding dead-head, whose name cannot be recalled, rendered splendid service in rescuing women and children, at the risk of his own life. J. S. Aber, Pullman conductor, was efficient and cool-headed. W. P. Woodyer, cook of the car Aragon, and John H. Waugh, porter of the parlor car Chloris, stood manfully by G. F. Griffiths, of the Norwich line, in the rescue of passengers. It was Woodyer who stood upon the top of the car Aragon, with ax in hand, ready to cut the roof to prevent the smothering of those within. We think better of our race with such examples before us.
WILLIAM HENRY SMITH.

PARTIAL LIST OF THE DEAD. Names of Some of the Victims Who Have

Been Identified at the Morgues. JOHNSTOWN, June 4. - The following death list has been prepared with care. Duplications may occur, but considering the chaotic condition of affairs at the morgues, it is impossible to be perfectly accurate:

Miss Laura Hamilton, Jennie Peyton, Mrs. Knorr. Jacob Wilard, Mrs. W. W. Jones, Elmer Brinker, A. Little, Pittsburg, Mrs. W. W. Jones, Charles H. Wilson, Hurl-Howell Powell's two bert House, male children, Mrs. Christy, of Butler, G. H. Baldwin, Miss Ella Taylor, William Layton male children, Miss O'Connell, sister of Vellie Williams, Captain O'Connell, F. L. F., a female Mr. McCoy, John O. Richards, Miss Jennie Wells, John Andrews, John Burns, brakeman, Frank H. Harris, son of C. I. company, the chief of Huribert House porter, Mrs. Peyton, the chief of police, Mrs. Andrew Young. Arthur Smith. r,Jos. B. Cox,

fiss Carrie S. Barbo Rosa Greenwald. Frank Dimond, G. D. Kall, Miss Annie Faloon, Mrs. Geiss, Dr. Marbury.

James C. Cox, Philadel-Jessie Bending,
Phia, Elizabeth Bending, Mrs. J. Fronhser, Anna Fleigly, Somerset, Pa., Carrie Diehl, Wm. Penrod Jas. J. Murphy,

A daughter of Mr. Mur-David Layton,

Mrs. Mary Single, A girl twelve years old, Ewing Ligonon, supposed to be Fitz-Sofia Blough, Patrick McNulty, Miss Holter, Katie Kreigher, Chas. F. Butler, Mrs. S. M. Jones Miss M. L. Davis, Jessie Hamilton Miss Harrigan,

dary Davis. Jas. Murtha, Walter B. Hayes, W. L. Davis, Saml. B. Eldridge. Harry Forbes. J. W. S., thirty-four yearsSaml. Hanekamp, Chas. Bischoff, Kate Steinle. John W. Steinle, Mrs. Annie Flechstein, Joseph Ross, George McDowell, Rene Flechenstein, Jennie Peyton, —— Peyton, a female, Jacob Bopp, Hattie H. Smith, Osborn, Mrs. Wm. Smith, Barbara Sarlous. Rose Murphy, Wm. Murphy, Kelly Murphy. Henry Seibert, Jos. Potter, sr., Margaretta Vinton, Martha Morgan, Mrs. T. Hays, L. Wenzeral and wife, Mrs. Mary Keedy, Miss Rose Seller, Mr. Ambs, Mrs. Agnes McDowel Mr. Toaktch Mrs. John Toke and two

John Streum,

Mrs. Hays. Mike Thomas, Mary Joben, Annie Rose, Mrs. Oswald, Mrs. John Snyder, Samuel Cush. los. Cush. Mary Early, Mary Kentz, B. J. James and daugh-Mrs. Thomas and ba andWm. Smith, wife an Ben Sarey, Lena Kirby, Fitz Harris. Boyle family (3 dead). McEnany family (4 dead) -J. Luther (child), Emma Keane Mary Murphy, M. Freidelberger, Ed Reilly,

Melzer.

ter Maggie,

Mary Deenan,

Geo. D. Kull,

Mary Purce.

Mrs. Kratzer,

Miss Wagner,

W. Farre,

Mrs. Davis,

dren, Mrs. Hueft,

Jessie Briscon,

gen and child,

Mrs. Beatz, Kate Madden,

Mrs. Kohler.

Miss Weaver.

Mrs. McFerry,

Tom Davis, Jacob Schafer,

Bessie Prosser, Wm. Mansfield,

Miss Bunting.

Mrs. Fagan, John Murphy,

Charles Beam,

Mary Callahan.

Emanuel Blough,

John S. Buchanan

Margaret A. Vinton.

drs. Garner, Cambri

Dr. L. T. Beam,

David Surveny,

Rose Zetter,

Charles Murr,

- Williams.

Charles J. Jones.

Mrs Mary Dawney, Paul Geddes,

Jones, an infant,

Mrs. Agnes McDonald

Patrick Fagan and two

Mrs. Ben James,

Jessie Bending

limie F. Leglel

Harry Craig, of Mount Varie, and two chil-

Belle Stern, Mrs. Richard Worthen-

Sam'lE. Hennekamp.

Mrs. Kirby, of Cone

Earley,

Geo. Bowser, Lewis Stener. Mary Griffin. Catherine Kelin and 11 Mrs. Gaffney. members of family, Mrs. Monaha Mrs. Gaffney and two Mrs. Frant, Mrs. Pat Madden and Hamilton Clark. daughter, Miss Lambert, Mr. and Mrs. Carl Wie Mrs. Lizzie Gallagher. Mrs. and MissUndersa Mary Cleary, Geo. McDarrell, Moses Fisher, Philip Colstock Lilly McDarrell Mrs. Rose Shell Claus Bremlin Mrs. Harris, Herbert Darris, boy, Sarah Harris, Maggie Harris, Chas. C. B. Hoffman Mrs. Bremin, Geo. McDar, Wm. Fitzner, Carrie Diebold Harry Forbes C. E. St. John, Capt. Morrill, of Mt. Emma Cammed Jonathan Carlin

age, John Carlarin, W. D. Spilse, E. D. Layton, Emma Zimmerman Walter B. Haines. Mrs. W. B. Haines Mrs. Horoe, Rose Greenwald Joseph G. Cox, Geo. Nurerzaft. Chas. Benke, Frank Wheat. foses Strands Sadie Gageby. Mrs. Ella Layton Miss Mary Layton, J. M. Ditzer, Mrs. T. S. Blanck, John McClaren, Annie McClaren Frank Kerlan, Ed Kerlan, Maggie Evans, Daisy T. Evans. lose Brenheiser. W. N. Tedman, Wm. Smith, Mrs. Sheibaugh. Miss Raab, McNahhy and child

Charles Boyle, Pernell Eldridge, Thomas Gallagher, Mrs. Wm. T. Harris, Mrs. Tom Smith, Catherine Craig, John Johnson, Mrs. Holmes. Bernard Sarley Catherine Craig Mrs. Bunord. Mrs. Jos. Marsy, Mrs. Phillip Myers, Gotfried Schultzeld George Gilles, Schellhermer Mrs. D. J. Williams. Fannie Prosser, Eva May Parsons John Myers, Thomas Thoburn Mrs. Leroy. Little girl, Shockey, Mrs. H. K. Smith, Lucy Livingood, Mrs. John James, Mrs. Beecher, Mrs. J. W. Tress, Mrs. Mollie Burkhardt, Henry Dibert, Joseph Potter, follie James, Frank Davis, Mrs. Alice McKenna,

Valter L. Spitz, Mrs. Maggie Stipple, Mrs. Maria Lewis, Mrs. Mary Keedy, - Williams. George D. Knee, Moses Fisher. Mary E. Neary, Mary O'Connell Mrs. Reese Chell. Mrs. Reesentol. laus Bryant, Edward Just, Cambria Miss Mary Fitzpatrick, Wife of chief of police City; Mrs.Frank Fleckenstein of Cambria City. Mrs. John H. Einthan. Mrs. Wm. Gaffney, Charles Boyle, Smith McClaren's boy, laggie Fritz, Irs. Allbetter, Mrs. Brotz, Mrs. Degnan, Miss Barbara Sarlous, Charles Oswold. Neal McAneeny, Mrs. Busan McClay, Mrs. Mosser, William Kirby, Mrs. James Betzler, Mrs. Henry Sailor. Mrs. Thos. Hayes, Rena Flechestein, John Cullen, sr., Hulbert Boyn. Frank Walford, Mrs. Cabler, John Clark, John Kenney Kate Stiveley. Jacob Boshop, Mrs. Godie Annie Jacob Pleets Anneny, Frank Nitche, Callie Fritch, Mrs. Bunyan. Mrs. Hunkrey, Mrs. Koebler,

Mrs. Patrick Maddern. Mrs. Vining. Kate Evans, A. J. Hesler and son, Shonewick. Frank Anthony Mrs. Mary Smith. Mand Greenwood Mrs. Jennie Greenwood Bernard Garri, Mrs. Wm. Smith, Mrs. C. Fitzharris, F. J. Lambriska and so n, Hugh Fitzharris. Kate Kintz, Mr. Hammoel Mrs. Rev. F. W. Jones Jennie Greenwood,. Mrs. Gus McClure, Mrs. P. D. Davis, fiss Maggie Conelson, Mrs. John Garber, Mrs. Mary Sinninger, Mrs. Nyal McAney, Maggie Hipp. Phillip Smith, John Atkinson, Walter Jones, Robert C. Bridges, John Schluffla, sr., David Johnson, fony Slittleen. lames McCalren, Andrew Bahr's child. Harry Wagoner, Mary Lambusaka, Mrs. Constable. Phil A. Constable. Mrs. Weaver. John Cullen, Mrs. Luther Stun, Mrs. Wm. T. Harris, Mrs. Kate Madden Mrs. Gunney, W. S. Clark, Kate Kintz, Mrs. Patrick Madden.

Burying the Bodies.

Johnstown, June 4.—This was the day burying of the unidentified dead that have been lying in the morgues since Sunday at 10 o'clock. This morning the men who were in charge of the burying started to work and have been busy all day. There are no pathetic scenes at these burials. The set aside by the citizens' committee for the

men who have been hired to do the work seem to do it just as a matter of busi-The bodies are being interred the cemetery nearest place where the bodies were found. About noon a procession of about fifty coffined bodies was seen going up the hill above the railroad. There was not a mourner present, and the sight was a ghastly one to behold. It will take several days to bury the bodies now in the different graveyards, as there were few graves dug until this morning and no implements to dig them with. However, a large detachment of men arrived from Pittsburg this morning, and they were put to work to dig

graves at once. In the afternoon many farmers lent their assistance and dug trenches and graves for the victims. Single interments are rare. Usually the coffins were placed are rare. Usually the coffins were placed in long rows in trenches prepared for the purpose. This is a temporary arrangement and as soon as bodies are claimed, they will be given to the surviving relatives or friends. Four long trenches 100 feet long, seven feet wide and three feet deep form the graves for 200 victims of the flood whose bodies were recovered at Nineveh, nine miles below Johnstown to-day. A planing-mill has been converted into a morgue. converted into a morgue.

Lost Their Relatives.

GALENA, Ill., June 4.-N. S. Shultz, of this city, has received a telegram saying that eight of his nearest relatives, comprising a whole family, were lost in the Johnstown

BALTIMORE, June 4.—General Passenger Agent Charles Scull, of the B. & O. railroad, lost nine relatives in the Johnstown flood. They were Mrs. Mary Hurst and five children and Mrs. H. M. Ogle, the noble telegraph operator who died at her post, and her two children.

SAD FEATURES OF THE CALAMITY.

Woman's Self-Sacrificing Nature in Moments of Peril-A Young Man's Dauntless Courage. JOHNSTOWN, Pa., June 4.—The sad story of the Conemaugh is not without its deeds of heroism. The appalling scenes of horror developed daring courage where least expected, while every-day heroes, in the midst of the terrifying scenes, usually degenerated into arrant cowards. Those who viewed the frightful scenes of fire and flood agree that the hopelessness of the situation was first fully realized by women and that by the tender sex was exhibited that dauntless courage which is born of resignation. Mothers coolly sacrificed themselves to the fury of the flood or fire to save the lives of their children and loved ones. Not infrequently some palefaced woman, clinging with her child to floating debris and realizing that the support was too frail for two, would be seen to lift her precious burden high upon the floating debris, and, with a hasty kiss, bidding farewell to all that bound her to the

world, sink beneath the inky waves.

Edward C. Will is a young foundryman of Cambria, twenty-seven years old, whom no one ever suspected of possessing more than ordinary courage. When the flood was at its highest, and people were floating down the rushing torrent in hundreds, Will rushed to his boat, and, senseless to the pleadings of wife and relatives, shoved his frail craft far out into the angry current. Gliding rapidly alongside a floating roof, upon which a woman and two children were kneeling with blanched faces and stony stare, he skillfully evaded the obstructions that every minute threat-ened to crush his cockle-shell craft, and lifting the terrorized creatures to his boat shot across the current back to the bank whence he came. A shout of applause swelled from the throng that lined the banks, but, unmoved by plaudits, young Will repeated his perilous journey, not once but seven times, until twenty-two lives had been saved by his indomitable energy. Next day, when the most of Johnstown was still under water, Will ascended the stream to the desolate city, and again distinguished himself by many acts of hereign and and reverse Tribute tee follows. heroism and endurance. Tribute too fulsome cannot be paid to his noble character; but, after all, among the heroes that these strange seenes developed he is only one of

I. H. Klein claims the distinction of being the only New Yorker in Johnstown who escaped the flood, and the honor of having rescued or assisted to rescue sixty persons. His base of operation was the Merchants' Hotel, and his plan was to save the lives of persons from the windows of houses as they went swimming by. Among those he saved were Rev. Phillips, who, as he glided by, was trying to hold his wife and two children above the water by means of a table, on which he had placed them and raised the load to his head. The house swung against the hotel and stayed just long enough for the rescue to be completed. Mr. Klein has been working hard to alleviate the sufferings of the victims.

Pitiful Everyday Incidents.

Johnstown, Pa., June 4.—The saddest sight to be seen on the river bank this morning was the case of Mr. Gilmore, who has lost his wife and family of five children. Ever since the calamity this old man has been seen on the river bank looking for his family. He insisted on the firemen playing a stream of water on the place where the house formerly stood, and where he supposed the body of his family lay. The firemen, recognizing his feelings, played the stream on the place for several hours this morning, and at last the rescuers got to the place the old gentleman said his

house formerly stood.
"I know the bodies are there, and you must find them. On went the rescuers after this plea. At last one of the men picked up a burned charred skull, evidently that of a child. This stirred the old man up, and he ex-"That is my child. There lies my family,

go on and get the rest of them.' The workmen continued, and in a few minutes they came to the remains of the mother and three other children. The heads were completely burned off, but there was enough of their clothing left to recognize them by. What was left was picked up and placed in coffins, the old gentleman following closely the men who were carrying the coffins.

William Gaffney, an insurance agent at this place, had a very pitiful duty to perform this morning. On his father's and wife's side he lost fourteen relatives, among them his wife and family. This morning he got a man to take his deceased relatives to the grave, and he had the mournful duty of digging his wife's and children's graves and burying them. In speaking of the matter this morning, he said: "Inever thought that I could perform such a sad duty, but I had to do it, and I did it. No one has any happen. General Hastings immediately idea of the feelings of a man who acts as undertaker, grave-digger and pall-bearer for his own family.'

Mrs. Fredericks, an aged woman, was rescued alive from the attic in her house yesterday afternoon. The house had floated from what was formerly Vine street to the foot of the mountains. Mrs. Fredericks said her experience was terrible. She said she saw hundreds of men, women and children floating down the torrent to meet their death, some praying, while others had actually become raving maniacs.

The retentive eye of the amateur photographer's camera is gazing from every hill. There are no common-place scenes about Johnstown, and the little camera appreciates that fact. The artists and their paraphernalia may be seen tumbling about together, absorbing all the sunlight and the scene. There will be no lack of pictures of the Johnstown flood horror.

Misses Katie and Anna Ryan, daughters of Mr. and Mrs. ex-Sheriff Ryan, of Johns town, who perished in the flood, are stu dents at St. Joseph's Academy in Greens-burg, and until to-day were in ignorance of the terrible fate of the city of their na-

not allowed to enter the building until today, as the sisters did not wish to subject the students to more anxiety than possible.

THE CHARITABLE WORK.

Action of Various Committees in Relieving the Distressed Condition of the People. JOHNSTOWN, Pa., June 4.-Mr. Moxham, the iron manufacturer, is Mayor pro tem. of Johnstown to-day. He is probably the busiest man in the United States. Although for days without sleep, he still sticks nobly to his task. Hundreds of others are like him. Men fall to the earth from sheer fatigue. There are many who have not closed an eye in sleep since they awoke on Friday morning. They are a hollow-eyed, pitiful-looking lot. Many have lost near relatives, and all, friends. Men and horses are what are most needed today. Places of register are being opened in Johnstown, and all survivors are requested to register their names, in order to give information of their safety to inquiring friends. Postoffices were opened in Kernville and the Fourth ward of Johnstown to-day. The first mail got in at 9:30 this morning, and was enormous for such a small town.

The Knights of Pythias have received large donations of money from Pittsburg lodges. An effort was made to hold religious services in Morrellville, last night, by Rev. John Fox, of Pittsburg. Rev. Beale has made arrangements for services in a school-house. The Chamber of Commerce has arranged with the Baltimore & Ohio railroad to transfer passengers from Johnstown to Pittsburg, free of charge. A train packed so full that it was impossible to obtain standing room on the platform left last night. The passengers were mostly children and women. The facesat the windows expressed nothing but relief as the train drew out of the ill-fated city.

The Tariff Club's relief train from Pitts-

burg lay on the Baltimore & Ohio to-day and did more good than any that has yet arrived. Trains on the Pennsylvania road cannot reach as many sufferers as those on the Baltimore & Ohio. Coroner McDowell was with the train, and worked hard. Superintendent Patton, of the Baltimore & Ohio, is on the grounds, and reports that the tracks are now clear from Johnstown to the city. He is accompanied by Chief Engineer Manning.
The special train of the Masonic Relief

Association, which left Pittsburg at o'clock yesterday afternoon, on the B. & O. did not reach here until just before midnight, at which time it was impossible to do anything. Under the circumstances the party concluded to pass the night in the cars, which they did, making themselves as comfortable as possible, with packingboxes for beds and candle-boxes for pil lows. The party is in charge of W. S. Brown. It was met early this morning by Charles A. McFeely, who is in charge of the distribution of relief here, and the morning was spent in placing sensible relief brought up yesterday among Masonic sufferers where it would do the most good In addition to a large quantity cooked food, sandwiches, etc. as well as flour and provisions of every de scription, the relief committee brought up one hundred outfits of clothing for women and a similar number for girls, and a miscellaneous lot for men and boys. The women's outfits are complete, and include underwear, stockings, shoes, dresses, wraps and hats. They are most acceptable in the present crisis, and much suffering has already been relieved by them. All the gentlemen comprising the committee are indefatigable in their efforts to relieve suffering, and under the energetic and capable direction of Messrs. Brown and McFeely are doing excellent work to-day.

At 11 o'clock the first relief train, bearing thousands of pounds of provisions for the suffering, and 2,000 coffins for the dead passed over Johnstown bridge and across the improvised trestle and track up the in-cline to the Johnstown depot. For the first time railroad communication is re-established between the stricken city and the outside world. Pneumonia's Ravages on Prospect Hill.

JOHNSTOWN, Pa., June 4.—Up the ragged sides of Prospect hill, the same to which several hundred terrified people fled to escape the flood last Friday night, your correspondent scrambled this afternoon. He came upon a pneumonia scourge, which bids fair to do for a number of the escaped victims what the flood could not. Death has pursued them to their highest places, and terror will not die. Every little house on the hill, and there are a hundred or two of them, had thrown its doors open to receive the bruised and half-clad fugitives on the dark day of the deluge, and every one is now a crude hospital. Half the women who had scaled the height were so overcome with fright that they have been bed-ridden ever since. There had been pneumonia on the hill, but only a few isolated cases. To-day, however, several fresh cases developed among the flood fugitives, and a local physician said the prospects for a scourge are all too promising. The enfeebled condition of the patients, the unhealthy atmosphere pervading in the valley and the necessarily close quarters in which the people are crowded render the spread of the disease almost certain. To-day a ray of light came in the nature of a car-load of provisions, and another containing clean mattresses and bedding, from Columbus, O., all specified for the Prospect hill sufferers. On this eminence stands the Cambria City Hospital, and in this rambling cottage-i resembles one in exterior and comforts-a great work is being done through the combined agencies of medical science and brotherly love. The hospital is in charge of a corps of Altoona physicians, which the Pennsylvania Railroad Company rushed to the scene the morning after the flood. Their names are: M. J. Buck, W. M. Findley, W. S. Ross, F. G. Arney, W. S. Bruner, J. B. Harmon, A. L. Spangle, Henry Jacobs and S. M. Setlers, J. D. Hicks, attorney for the Pennsylvania Railroad Company, is chairman of the Alternating Relief Committee, assisted by Hon. J. W. Curry, also of Altoona. The wards are full of bruised and suffering ones, who were dragged from the tooth of the flood. At a meeting of the Johnstown Commandery, Knights of Pythias, held here this afternoon, E. G. Crouse, secretary, was appointed to receive funds. All Knights of Pythias funds will therefore please be sent to Mr. Crouse, at Johns-

The Military Authorities.

JOHNSTOWN, Pa., June 4.—There was scene of considerable activity at the head quarters of Adjutant-general Hastings on the East-side early this morning. The sheriff at this place made a request on General Hastings to call out one regiment of the militia. He stated that he did not want them called out on account of any trouble. telegraphed Colonel Perchmont, of Pittsburg, to order out the Fourteenth Regiment. They have not yet answered, but when they do they will be stationed in Johnstown proper to guard the buildings from the acts of the thieves.

General Hastings was seen later in the day, and when asked what caused him to order out the militia, said: "There is no need of troops to quell any disturbance, but now there are at least 2,000 men at work in Johnstown clearing up the debris, and I think it will not hurt to have the Fourteenth Regiment here, as they can mard the banks and all valuables. The sheriff consulted me in the matter. He stated his men were about worn out, and he thought that we had better have some soldiers. I ordered them." Gen. Hastings also denied the reports of wholesale lynch-

ing sent out on Sunday. Some of the unfortunates who could not go to the relief trains to-day endeavored to obtain flour from the wrecked stores in Johnstown. One dealer was charging \$5 a sack for flour, and was getting it in one or two cases. Suddenly the crowd heard of this, and several desperate men went to the store and doled out the flour gratuitously to the homeless and stricken. Another dealer was selling flour at \$1.50 a sack. He

one lady had several hundred dollars in her possession just before the disaster, but when the body was recovered there was not a cent in her pocket.

The Hungarians attacked a supply wagon between Morrellville and Cambria City to-

day. The drivers of the wagon repulsed them, but they again returned. A second fight ensued but, after a lively scramble the Hungarians were again driven away. After that drivers and guards of supply wagons were permitted to go armed.

General Hastings is hiring all the men he can secure to remove the debris, and is offering \$2 a day, and food and shelter. Booth & Flynn, the Pittsburg contractors, have a number of men at work, and have placards about the stone bridge calling for 2,000 men, and offering them \$2 a day. The Cambria Iron-works Company are already preparing to get their works in operation. It is probable that two of the furnaces will be in operation by the end of the week. Men were at work all day yesterday, cleaning the dam out, and this morning the company had 600 men at work pany had 600 men at work.

Although a close watch has been kept upon the bodies after they have been un-earthed from the river bed, yet thieves occasionally gain an opportunity to steal from the dead. Five Italians were caught this afternoon while in the act of exhuming a body at the cemetery. Fortunately for them there were few people around or they would undoubtedly have been strung up. As it was, they were taken in charge by a file of soldiers and locked in a box-car. Tomorrow morning they will be taken to Greensburg, where they will be tried. Petty thieving is constantly going on, but to-morrow the thorough military patrol will prevent it in a great measure. Adjutant-general Hastings at midnight wired Governor Beaver his report of the day. It is a most encouraging one, and shows that the terror-stricken city is recovering from the blow struck her. The report is as follows:

To Governor Beaver-The Fourteenth Regiment arrived here to-day, 400 strong. The burgess of Johnstown and the sheriff of Cambria county finally requested troops this morning. There has been no violence or disorderly conduct. Several thieves have been arrested. About 1,500 laborers are at work, and squads are coming in from all sides. The present force will probably be doubled to-morrow. There is plenty of food and clothing. The survivors are regaining their health. Chairman Moxham, of the citizens' committee, became exhausted to-day, was retired, and James P. Scott, of Pittsburg, closted in his place. Organization is now perelected in his place. Organization is now perfect. It will take weeks to complete the work.

D. H. HASTINGS.

How the Streets Will Be Cleaned. JOHNSTOWN, Pa., June 4.—Captain W. R. Jones, and Evan Jones held a consultation to-day and arranged the scheme for clearing the streets.

"How are you going to do it?" asked the citizen's committee.

"Men and fire will do it," sententiously replied Evan Jones. We have about 2,000 in all. We'll just gather up and cast all this truck out on the flats there, making nice big piles of it and set fire to it. The wind will scatter the ashes and there wont be anything to remind you of your trouble."

In an hour a hundred tents were up and the two hundred men were tearing down the mountains of lumber and logs and piling them ready for the flames. Great billows of flames have been licking the lowering clouds all day and to-night. The streets are passable to all parts of the city, although the debris is by no means removed, nor will it be for several days, but it will go. There will be clear ground next Monday between the rivers upon which Johnstown people may again build and again become rich and great. Some philosophic residents have even come to regard the flood in the light of a

solid advantage, and if it had not swept so many lives from the earth they would think it absolutely so. Johnstown is sure to rise again. The action of the Cambria Iron Company has been infectious. Those that have money will rebuild of themselves, and others who have not, but have good property, will borrow the means and plunge in again with as much avidity as those who have. There are no mortgages on any real estate to speak of. The city owes nothing, in fact is in great financial shape. Those who have money can lend it here to private citizens at good interest or invest it in bonds issued to pay for new bridges buildings at roots and relations. bridges, buildings, streets and whatever else new is needed. In a year or two Johnstown will be more than herself again. The population lost will be replaced by people who will be wanted in the Cambria ironworks, and in the new factories and industries that will be started. This is the feeling of the prominent citizens of t ing of the prominent citizens of the city.

FLOOD-BOUND PASSENGERS.

They Are on the Way to Blairsville, Where They Will Take Trains for Home. PHILADELPHIA, June 4.—The through mails delayed at Altoona were started over the mountains to Pittsburg at 9 o'clock this morning. One hundred and thirty-two passengers accompanied them. They go to Ebensburg, via Cresson, by rail, and from Ebensburg to Blairsville they will travel over the mountain roads in wagons, and at the latter place will take the train for Pittsburg. It is supposed that most of the 132 passengers are westbound, though some of them may be eastbound people, who take advantage of the opportunity to get back to Pittsburg, and thence east by some other route. All the postal clerks accompanied the mails. It is also thought to be more than likely that many of those caught in Altoona have made their way on their own responsibility to some point where they could board a train to Pittsburg.

The wires to Altoona and Williamsport are working very badly on account of the rain, which is still falling, and only the most meagre dispatches can be sent and received. The railroad people say there are teams enough at Ebensburg to forward ninety persons from there to Blairsville, and if other teams are secured, which is very probable, all will be forwarded in one party. A great deal of baggage was also sent back to Ebensburg, and will follow the passengers. All gaps on the proposed temporary route from Harrisburg to Altoona have been closed, with the exception of the big bridge at Montgomery, where the water is still too high and the current too swift to work successfully. It is now thought the line will be made good by Wednesday morning.

The following named persons are at Al-toona and desire that their friends be informed of their safety: Laura Anderson, Rochester, Pa.; Mrs. S. Bonfay, Minneapo-lis; Mrs. M. Brown, Pittsburg; Miss Lillie Bourninghouse, Cincinnati; Mrs. M. J. Blaisdel, Pelican Rapids, Minn.; Anna Donaldson, Canonsburg, Pa.; Annie C. Hamilton, Minneapolis; Mrs. E. M. Kall and son, Liberty, Ind.; Mrs. Dr. J. Cardenar and three children, Readsburg, Wis.; Mrs. J. F. Latt, Cincinnati; Mrs. George W. Sanxy, Chicago, and Mrs. W. P. Winslow, Chicago; Carrie Barber, Manilla, Ia.; J. B. Vandyke, Sunbury, Pa.; E. L. Morrow, Bucyrus, O.; Lewis Waldeke, Cincinnati; D. D. Dooney, ittsburg, Pa.; Frank B. Felt, Chicago; M B. Riddle, Pittsburg; Frank B. Felt, Chicago; M. B. Riddle, Pittsburg; Frank Hatton, Washington; Belle Hyndman, Cincinnati; A. C. Milliken, Pittsburg; J. E. Mitchell, Cleveland; Mr. E. B. Bulaski, St. Louis; M. E. Boody, Pittsburg; E. Orgill, Memphis; M. E. Brady, Chicago; John Roberts, Philadelphia; L. J. Finletter, Philadelphia; Judd Stewart, Kansas City; Lulu Cubleight, Logansport, Ind. Logansport, Ind.

The particulars of the sad drowning o two young ladies who were passengers on the day express, which was overtaken by the flood at Conemaugh, are brought to light through the efforts of the railroad authorities to gain some clew of their whereabouts. Miss Bessie Bryan, aged about eighteen, a rather delicate-looking young lady, was accompanied on her journey by Miss Paulson, of Pittsburg. Miss Bryan had gone to Pittsburg to attend the wedding of two friends, which took place there on Thursday last. Miss Paulson and Miss Bryan were in the Pullman car and when the rush of water came, did not get out as promptly as some other passenger and they were caught by the flood and carried off. Every passenger who was in the car, or who was about after the scene of drowning, has been interviewed and the facts given above are confirmed. The Pullman conductor who had charge of the train, says he shouted to all in the car to run and stop for nothing. He picked up two children and noticed Miss Paulson and Miss Bryan searching for

children, escaped but a second or two ahead of the flood, which was at his heels. After the water had gone down a search of the car was made and it was found that both the waterproofs were missing. Miss Paulson's overshoes were also gone, but Miss Bryan's were found, she having left them

The Loss Exaggerated. JOHNSTOWN, June 4.-It is now definitely settled that at least from twenty to forty people were lost on the two sections of the day express that left Pittsburg at 8 A. M. Friday, and the Johnstown accommodation that was about to leave Johnstown that afternoon. There have been numerous conflicting reports about how many trains were caught in the flood, but from the most reliable sources it has been ascertained that three trains were caught by the water. Mr. Edward N. McCullough, of the West moreland company, was among the passengers on the day express east on Friday morning. He states positively that there were two sections of the day express and the Johnstown accommodation caught in the flood. He said:

"It is my opinion that at least twenty people were drowned from the trains; in fact, I can count that many myself; and the death rate may go as high as forty. There was one parlor car and three sleepers on the express, and several other cars. We did not know of the flood until about thirty seconds before it was upon us. We heard the whistling of the engines, and all who could, ran to the hills. Among the passengers were two young ladies, one of whom, I think, lived in Pittsburg, and the other, who had been visiting in Pittsburg, lived in New Jersey. They heard the warning and ran out of the car, but it was muddy and they went back for their overshoes. and they went back for their overshoes, and before they could get away they were caught by the water and drowned. The next morning we found both of them cold in death. The lady from New Jersey had a bouquet which she brought from Pitts-burg, and it was lying beside her.

"The colored porter and one woman were lost from one of the sleeping cars. The porter tried to save the woman and they were both drowned. In another car an old gentleman was lost, and in the parlor car a woman lost her husband and sister, and another lady passenger and her three chil-dren were lost. The woman made a des-perate effort to save the children, but it was useless to try, as the odds were so great who lived in Mississippi, was lost from one of the cars, and twelve passengers in the day coach are missing. The Pullman cars took fire and were totally destroyed. One of Daly's theatrical companies was on one of the trains, but I do not think any of the members were lost. It is said that at least eleven of the people lost from the train were Pittsburgers, but it is impossible to ascertain any names. The railroad company have some names of the missing, but refuse positively to give them out until they are certain the people have been

General Manager Pugh, of the Pennsylvania railroad, was shown the above dispatch this afternoon and said that the information contained in it was entirely incorrect. The officials are not withholding the names of any of those supposed to have been drowned. The most reliable reports received show that the bodies of seven passengers have been recovered, as follows: Cyrus Shick, of Reading, Pa.; Miss Jane Stinson, of Norristown; Miss Bessie Bryan, of Germantown; Miss Paulson, of Pitts-burg; Miss Margaret Patuck, of Pittsburg; an unidentified woman, supposed to be Rev. Mrs. Raney, and a man supposed to be Wm. Sheller, of Newark, N. J.

The Pullman conductor has stated that no children were drowned. All the train employes have been accounted for, and therefore the story that a porter was drowned cannot be true. Mr. Pugh also states that nearly all of the day express passengers have been located through the inquiries of friends, and the seven named above are thought to cover the number lost. There are no cars lost or missing, except the Pullmans burned at Conemaugh, even the freight cars all being accounted

Mother and Three Children Lost.

CLEVELAND, O., June 4.—One Cleveland hearthstone has been made desolate by the tragedy of the Conemaugh, for the flood has claimed among its victims a mother and three children from this city. The news reached here late last night in the following telegram, hours after the anxious husband and father, fearing the worst, had started for Johnstown in search of his fam-

F. S. Tarbell, Cleveland, O.: Your wife and children are all drowned here Mary's body has been recovered and buried

The children have not been found yet. A. A. LONG. Mr. F. S. Tarbell's family consisted of a wife and three children. Mrs. Tarbell's parents lived in Corwinsville, Clearfield county, Pennsylvania, and on Thursday night, accompanied by her little ones, she started for the home of her parents. Mr. Tarbell saw his wife safely on board the 11:10 train on the Cleveland & Pittsburg railroad. The following morning the por-ter of the sleeper assisted the lady and the children to a car in the second section of the fast New York express which was held at Conemaugh because of the washouts the line. The train was backed upor a siding adjoining the mill at Conemaugh, and here it stood when the wall of water engulfed the fated town, and washed the passenger train into the river.

THE PRESIDENT'S SUGGESTIONS. Gen. Harrison Presides at a Relief Meeting

and Tells What Ought to Be Done. WASHINGTON, June 4.-The meeting for the relief of the Johnstown flood sufferers at Willard's Hall, this afternoon, brought together many prominent public officials, army and navy officers and citizens, and resulted in generous contributions and donations of money, provisions and clothing. President Harrison presided and made a brief but eloquent and impresssive speech that touched the sensibilities of all who heard him, and elicited from his audience frequent applause. His arrival in the hall was the occasion of loud applause. District Commissioner Douglass called the meeting to order and introduced the President to the audience, and invited him to preside over their deliberations. President Harrison in taking the chair spoke as fol-

Every one, to-day, is distressingly conscious of the circumstances which have convened this meeting. It would be impossible to state more impressively than the newspapers have already done the distressing incidents attending the calamity which has fallen upon the city of Johnstown and the neighboring hamlets, and upon a large section of Pennsylvania situated upon the Susquehanna river. The grim pencil of Dore would be inadequate to portray the horrors of this visitation. In such meetings as we have here in the national capital, and other like gatherings that are taking place in all the cities of this land, we have the rays of hope and light in the general gloom. When such a calamitous visitation falls upon any section of our country we can do no more than to put about the dark picture the golden border of love and charity. [Applause. It is in such fires as these that the brotherhood of man is welded; and where is sympathy and help more appropriate than here in the national

I am glad to say that early this morning from a city not long ago visited with pestilence; not long ago itself appealing to the charitable people of the whole land for relief—the city of Jackson-ville, Fla.—there came the ebb of that tide of charity which flowed toward it in the time of its need, in a telegram from the Sanitary Relief Association authorizing me to draw upon them for \$2,000 for the relief of the Pennsylvania sufferers. [Applause.] But this is no time for speech. While I talk men, and women, and children are suffering for the relief which we plan to give.
One word or two of practical suggestion, and

I will place this meeting in your hands to give

effect to your impatient benevolence. I have a dispatch from the Governor of Pennsylvania advising me that communication has just been opened with Williamsport, on a branch of the Susque hanna river, and that the losses in that section have been appalling; that thousands of people there are homeless and penniless, and that there is an immediate call for food to relieve their necessities. He advises me that supplies of food that sent via Harrisburg to Williamsport, where they will be distributed. I suggest, therefore, that a committee be constituted having in charge the speedy collection of articles of food, and the occasion is such that the bells may well be rung



This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low-test, short-weight alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER CO., 106 Wall street, N. Y.

pointed to collect such articles of clothing and especially bedclothing, as can be spared. Now that the summer season on, it can hardly be that a house in Washington cannot spare blanket or a coverlet. And, third, I suggest that from the substantial business men and bankers there be appointed a committee who shall collect money, for after the first exigency is past there will be found in these communities very many who have lost their all, who will need aid in the reconstruction of their demolished homes, and in furnishing them so that they may again be inhabited.

Need I say in conclusion that, as a temporary citizen of Washington, it would give me great satisfaction if the national capitol should so generously respond to this call of our distressed fellow-citizens as to be conspicious among the cities of our land! I feel that as I am now calling for contributions, I should say that on Saturday, when first apprised of the disaster at Johnstown, I telegraphed a subscription to the Mayor of that city. I do not like to speak of anothing so personal as this but I felt it due to anything so personal as this, but I felt it due myself and you that I say so much as this.

After the President concluded his address, a number of vice-presidents, the secretaries and the treasurer of the meeting were selected, and working committees were appointed. It was an enthusiastic meeting and the responses to the President's call for immediate subscriptions were prompt and liberal. The District bar gave \$455; Attorney-general Miller, \$100; John W. Thompson, \$500; National Metropolitan Bank, \$500; National Bank of the Republic, \$500; Private Secretary Halford, \$50; Secretary Noble, \$250; Geo. H. Lemon, \$500; Bancroft Davis, \$100; Secretary and Mrs. Proctor, \$500, and Auditor John Lynch, \$100. A great number of citizens subscribed \$100. Perhaps more valuable than the money subscriptions were the large quantities of food and clothing donated by scores of merchants throughout

Just at the close of the meeting an effort was made to pass a resolution thanking the President for his services in presiding over the meeting and for the interest he has manifested in the proceedings, but the President begged the gentlemen who offered the resolution to withdraw it, and then, declaring the meeting adjourned, quietly left the hall.

Secretary Proctor was at the White House early this morning, and remained there some time in conference with the President in regard to measures for the relief of the Johnstown sufferers. While they were together a telegram was received from Governor Beaver, at Harrisburg, asking if the government could furnish pon-toons for the immediate construction of temporary bridges across the Conemaugh river. The President held a general conversation over the wire with Governor Beaver in regard to the situation, and learned that at present the people were more in need of clothing and food than of money. In accordance with the request for pontoons, Secretary Proctor this morning telegraphed to the officers in command at West Point and Willet's point to arrange to meet that want, saying that means of transportation to Johnstown would be furnished by the Baltimore & Ohio and other railroads.

A Pig-Headed Official. Special to the Indianapolis Journal.

Washington, June 4.—Commissary-general Macfeeley, who has acted as acting Secretary of War, created a most unpleasant sensation this afternoon by arbitrarily refusing to obey Secretary Proctor's orders to send bread to the Johnstown sufferers. General Macfeeley said there was no authority in law for the issuance of rations to civilians and that therefore he would not comply with the order. The Secretary of War went to the Secretary of the Navy and related the unpleasant position in which he was placed by the conduct of his subordinate and asked for advice. After

a conference Secretary Tracy concluded to relieve the situation from his own larders, and immediately issued orders that all the ship biscuits at the various navy store-houses along the Atlantic coast should be forwarded to Johnstown. General Macfeely's objection is a purely technical one and has never been raised before. When Chicago was destroyed by fire, in 1871, it will be remembered that General Sheridan, in command at that point, ordered a whole train-load of provisions distributed to the sufferers in the name of Secretary Belknap, and afterwards advised the Secretary of War what he had done. His action was indorsed. Similar ber of tents, which have never been returned to the War Department, was shown during the Charleston earthquakes, and subsequently during the yellow-fever scourge in Florida, and there never has been any criticism of it in official circles.

Providing Shelter for Refugees at Pittsburg-A Pick Brigade for Johnstown.

RELIEF WORK ELSEWHERE.

PITTSBURG, June 4.—The local relief committee to-day had its hands full of work and its coffers rapidly filling with contributions, the steady drain on which, however, removed all possibility of their breakage causing a disastrous flood of money. The cash current swept away hunger and cold from the destitute, who poured into Pittsburg on every train from Johnstown last night and during to-day, and the big, open hearts of the Pittsburg public provided them with temporarary homes. Every public institution was called into requisition and many private houses have opened hospitable doors to the homeless.

The committee to-day received from Capt. W. R. Jones, manager of the Edgar Thomson steel-works, one of his Napoleonic messages, as follows: "Send by special train without delay a good steward and twenty cooks, with cooking utensils.

My principal difficulty is to feed our men.

We are making things hum. Support me
promptly and fill my wants." This curt but expressive intimation was answered by an immediate raid on the hotels and restaurants, and in half an hour the culinary chefs were captured and shipped on a

special train. There were 1,000 workmen sent out on a special train this evening, armed with picks, shovels, etc., and they created a decided sensation as they marched down Fifth avenue. The tools and equipments on the train were valued at \$50,000. The Pittsburg ladies have taken the work of relief in hand, and it may be assared that it will be done as efficiently as

Contributions from Various Points. CLEVELAND, Ohio, June 4.- The total cashcollected in this city up to this evening for the flood sufferers is \$38,000. Of this amount \$3,000 came from school childres, who also contributed one hundred wagon loads of clothing and provisions. Ten car-loads of merchandise were shipped to Johnstown to-day, and a special train. of twenty-eight car-loads of lumber, donated from Cleveland dealers, left to-night for that point. Mayor Gardner and Oscar Townsend, general manager of the C. L. & W. rail road, have gone to Johnstown with \$15,000 of the [Continued on Third Page.]